

Chapter 3

Chapter 3: Mobility Element

Table of Contents

I.	Background.....	M-2
	Purpose	
	Issues	
	Vision and Strategy	
II.	Goals and Policies.....	M-2
	Travel Demand Management	
	Highways and Streets	
	Truck Traffic	
	Regional Transportation	
	Local Transit	
	Bikeways and Bicycle Routes	
	Trails	
	Pedestrian Access	

I. Background

Purpose

Mobility is the movement of people and goods. The Mobility Element outlines the improvements needed to ensure current and future mobility between land uses. The role of this Element is to identify missing linkages and alternative modes of transportation, then collaborate with government partners to implement solutions. This Element creates the framework for a balanced, multi-modal transportation system across the Antelope Valley through Goals and Policies that address three topics: regional movement of services and goods, local transportation meeting the needs of residents, and the balance required to meet the demands of both.

Issues

Within the State of California and across the country, attitudes have changed about the nature of the responsibilities governments have in assisting with overall mobility. Effective transportation systems are increasingly being seen as those that can offer diverse options for movement. The current expectation is that future citizens should gain greater access to a wider range of transportation choices to fit their needs, allowing them to be a pedestrian, equestrian, cyclist, bus or rail rider, motorist, or air passenger. In addition, this Mobility Element aims to improve the economy of the region by developing a framework where efficient modes of transit move goods and services freely through the Antelope Valley. These wider choices for both people and goods will have the added benefit of increasing the overall efficiency of regional movement, which could reduce greenhouse gas emissions.

Vision and Strategy

Upholding the Area Plan's Vision Statement, this Element will improve future mobility in the Antelope Valley by connecting local populations to activity areas and by accommodating regional pressures and demands without compromising the comfort and access of local transportation. In order to achieve the Area Plan's Rural Preservation Strategy, travel links will be provided from the Valley's rural preserve areas and rural town areas to local-serving businesses and rural town center areas, as well as identified ~~E~~economic ~~O~~opportunity ~~A~~areas. While the communities are currently automobile-dependent due to their largely rural character, this Element will increase access to alternative modes of travel, such as trails, bikeways, and bicycle routes.

II. Goals and Policies

Travel Demand Management

Goal M 1: Land use patterns that promote alternatives to automobile travel.

- Policy M 1.1: Direct the majority of the unincorporated Antelope Valley's future growth to rural town center areas, rural town areas and where appropriate to economic opportunity areas, to minimize travel time and reduce the number of vehicle trips.

- Policy M 1.2: Encourage the continued development of rural town center areas that provide for the daily needs of local residents, reducing the number of vehicle trips and providing local employment opportunities.
- Policy M 1.3: Encourage new parks, recreation areas, and public facilities to locate in rural town center areas, ~~and rural town areas,~~ and, where appropriate, economic opportunity areas.
- Policy M 1.4: Ensure that new developments have a balanced mix of residential uses and employment opportunities as well as park, recreation areas and public facilities within close proximity of each other.
- Policy M 1.5: Promote alternatives to automobile travel in rural town center areas and rural town areas by linking these areas through pedestrian walkways, trails, and bicycle routes.

Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

- Policy M 2.1: Encourage the reduction of home-to-work trips through the promotion of home-based businesses, live-work units, and telecommuting.
- Policy M 2.2: Encourage trip reduction through promotion of carpools, vanpools, shuttles, and public transit.
- Policy M 2.3: In evaluating new development proposals, require trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.
- Policy M 2.4: Develop multi-modal transportation systems that offer alternatives to automobile travel by implementing the policies regarding regional transportation, local transit, bicycle routes, trails, and pedestrian access contained in this Mobility Element.
- Policy M 2.5: As residential development occurs in communities, ~~require~~ require transportation routes, including alternatives to automotive transit, to link to important local destination points such as shopping, services, employment, and recreation.
- Policy M 2.6: Within rural town center areas, explore flexible parking regulations such as allowing residential and commercial development to meet parking requirements through a combination of on-site and off-site parking, where appropriate, or encouraging the provision of different types of parking spaces.

Highways and Streets

Goal M 3: An efficient network of major, secondary, and limited secondary highways to serve the Antelope Valley.

- Policy M 3.1: Implement the adopted Highway Plan for the Antelope Valley, in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.

- Policy M 3.2: In rural areas, require rural highway standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.
- Policy M 3.3: Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.
- Policy M 3.4: Maintain existing highways to ensure safety, and require adequate street and house signage for emergency response vehicles.
- Policy M 3.5: As future land use changes occur, periodically review traffic counts and traffic projections and revise the Highway Plan accordingly.
- Policy M 3.6: Engage local communities and agencies in the planning and implementation of transportation improvements.

Goal M 4: A network of local streets that support the rural character of the unincorporated Antelope Valley without compromising public safety.

- Policy M 4.1: Require rural local street standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.
- Policy M 4.2: Maintain existing local streets to ensure safety, and require adequate signage for emergency response vehicles.
- Policy M 4.3: Encourage ongoing maintenance of private local streets to ensure public safety.

Truck Traffic

Goal M 5: Long-haul truck traffic is separated from local traffic, reducing the impacts of truck traffic on local streets and residential areas.

- Policy M 5.1: Support development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project, to provide a route for truck traffic between Interstate 5, State Route 14, and Interstate 15.
- Policy M 5.2: Direct truck traffic to designated truck routes, such as major and secondary highways, and prohibit truck traffic on designated scenic routes, to the greatest extent feasible.
- Policy M 5.3: Require that designated truck routes are designed and paved to accommodate truck traffic, preventing excessive pavement deterioration from truck use.
- Policy M 5.4: Add rest stops along designated truck routes to provide stopping locations away from residential uses.
- Policy M 5.5: ~~Adopt~~ Develop appropriate regulations for truck parking on local streets to avoid impacts to residential areas.

Regional Transportation

Goal M 6: A range of transportation options to connect the Antelope Valley to other regions.

- Policy M 6.1: Support the development of Palmdale Regional Airport and encourage a range of commercial air travel options.
- Policy M 6.2: Support the development of William J. Fox Airfield as a facility for general aviation, air cargo operations, and commuter air travel.
- Policy M 6.3: Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project between Interstate 5, State Route 14, and Interstate 15, and encourage the participation of private enterprise and capital.
- Policy M 6.4: Support increases in Metrolink commuter rail service, and support the expansion of commuter rail service on underutilized rail lines where appropriate.
- Policy M 6.5: Support the development of the California High Speed Rail System, with a station in Palmdale to provide links to Northern California and other portions of Southern California, and encourage the participation of private enterprise and capital.
- Policy M 6.6: Support the development of a high-speed rail system linking Palmdale to Victorville and Las Vegas, and encourage the participation of private enterprise and capital.
- Policy M 6.7: Establish a regional transportation hub in Palmdale with feeder transit service to the rural areas of the unincorporated Antelope Valley.
- Policy M 6.8: In planning for all regional transportation systems, consider and mitigate potential impacts to existing communities, and minimize land use conflicts.
- Policy M 6.9: Engage regional agencies, such as Caltrans, SCAG, and Metro, in the implementation of an effective and efficient integrated multi-modal regional transportation network. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.

Local Transit

Goal M 7: Bus service is maintained and enhanced throughout the Antelope Valley.

- Policy M 7.1: Maintain and increase funding to the Antelope Valley Transit Authority for bus service.
- Policy M 7.2: Support increases in bus service to heavily traveled areas and public facilities, such as parks and libraries.
- Policy M 7.3: Support increases in bus service to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.
- Policy M 7.4: Improve access for all people, including seniors, youth, and the disabled, by maintaining off-peak service and equipping transit services for wheelchairs and bicycles.
- Policy M 7.5: Encourage the use of advanced technologies in the planning and operation of the transit system.

Policy M 8: Alternative transit options in areas not reached by bus service.

- Policy M 8.1: Support the expansion of dial-a-ride services to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.
- Policy M 8.2: Evaluate the feasibility of alternative transit options, such as community shuttle services and privately operated transit, to increase accessibility.

Bikeways and Bicycle Routes

Goal M 9: A unified and well-maintained bicycle transportation system throughout the Antelope Valley with safe and convenient routes for commuting, recreation, and daily travel.

- Policy M 9.1: Implement the adopted Bikeway Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
- Policy M 9.2: Along streets and highways in rural areas, add safe bicycle routes that link to public facilities, a regional transportation hub in Palmdale, and shopping and employment centers in Lancaster and Palmdale.
- Policy M 9.3: Ensure that bikeways and bicycle routes connect communities and offer alternative travel modes within communities.
- Policy M 9.4: Encourage provision of bicycle racks and other equipment and facilities to support the use of bicycles as an alternative means of travel.

Trails

Goal M 10: A unified and well-maintained multi-use (equestrian, hiking, and mountain bicycling) trail system that links destinations such as rural town centers and recreation areas throughout the Antelope Valley.

- Policy M 10.1: Implement the adopted Trails Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
- Policy M 10.2: Connect new development to existing population centers with trails, requiring trail dedication and construction through the development review and permitting process.
- Policy M 10.3: Maximize fair and reasonable opportunities to secure additional trail routes (dedicated multi-use trail easements) from willing property owners.
- Policy M 10.4: Ensure trail access by establishing trailheads with adequate parking and access to public transit, where appropriate and feasible.
- Policy M 10.5: Locate and design trail routes to minimize impacts to sensitive environmental resources and ecosystems.
- Policy M 10.6: Where trail connections are not fully implemented, collaboratively work to establish safe interim connections.
- Policy M 10.7: Ensure that existing trails and trailheads are properly maintained by the relevant agencies.

- Policy M 10.8: Solicit community input to ensure that trails are compatible with local needs and character.

Pedestrian Access

Goal M 11: A continuous, integrated system of safe and attractive pedestrian routes linking residents to rural town center areas, schools, services, transit, parks, and open space areas.

- Policy M 11.1: Improve existing pedestrian routes and create new pedestrian routes, where appropriate and feasible. If paving is deemed necessary, require permeable paving consistent with rural community character instead of concrete sidewalks.
- Policy M 11.2: Within rural town center areas, require that highways and streets provide pleasant pedestrian environments and implement traffic calming methods to increase public safety for pedestrians, bicyclists, and equestrian riders.
- Policy M 11.3: Within rural town center areas, promote pedestrian-oriented scale and design features, including public plazas, directional signage, and community bulletin boards.
- Policy M 11.4: Within rural town center areas, encourage parking to be located behind or beside structures, with primary building entries facing the street. Encourage also the provision of direct and clearly delineated pedestrian walkways from transit stops and parking areas to building entries.
- Policy M 11.5: Implement traffic calming methods in areas with high pedestrian usage, such as school zones.